



Distant Water Tuna Fleet 2010

2011 Annual Report to Congress
June 20, 2011



Homeland
Security

United States Coast Guard

National Marine Fisheries Service

Foreword

We are pleased to present the following report, “Distant Water Tuna Fleet (U.S. Purse Seine Fleet) in 2010,” which has been prepared by the United States Coast Guard and the National Oceanic and Atmospheric Administration in response to Section 421 of the *Coast Guard and Maritime Transportation Act of 2006* (P.L. 109-241).

In order to monitor the efficacy of the provision, this annual report addresses the vessels covered under Section 421 of the Act, landings of tuna, and capacity and trends associated with the fleet.



Pursuant to congressional requirements, this report is being provided to the following Members of Congress:

The Honorable John D. Rockefeller IV
Chairman, Senate Commerce, Science, & Transportation Committee

The Honorable Kay Bailey Hutchison
Ranking Member, Senate Commerce, Science, & Transportation Committee

The Honorable John L. Mica
Chairman, House Transportation and Infrastructure Committee

The Honorable Nick J. Rahall II
Ranking Member, House Transportation and Infrastructure Committee

The Honorable Doc Hastings
Chairman, House Natural Resources Committee

The Honorable Edward Markey
Ranking Member, House Natural Resources Committee

I am happy to answer any further questions you may have, or your staff may contact my Senate Liaison Office at (202) 224-2913 or House Liaison Office at (202) 225-4775.

Sincerely,

R. J. Papp, Jr.
Admiral, U.S. Coast Guard
Commandant

Eric C. Schwaab
Assistant Administrator for Fisheries
National Oceanic and Atmospheric
Administration



Distant Water Tuna Fleet (U.S. Purse Seine Fleet) in 2010

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I. Legislative Language

Section 421 of the *Coast Guard and Maritime Transportation Act of 2006* (P.L. 109-241), as amended by section 904 of the *Coast Guard Authorization Act of 2010* (P.L. 111-281), states:

(e) SAFETY INSPECTIONS.—A vessel may not engage a foreign citizen to meet a manning requirement under this section unless it has an annual safety examination by an individual authorized to enforce part B of subtitle II of title 46, United States Code (New Paragraph).

(f) REPORTS.—On March 1, 2007, and annually thereafter until the date of expiration of this section (December 31, 2012), the Coast Guard and the National Marine Fisheries Service shall submit a report to the Committee on Commerce, Science, and Transportation of the Senate and the Committees on Transportation and Infrastructure and Natural Resources of the House of Representatives, providing the following information on the United States purse seine fleet referred to in subsection (a):

(1) The number and identity of vessels in the fleet using foreign citizens to meet manning requirements pursuant to this section and any marine casualties involving such vessel.

(2) The number of vessels in the fishery under United States flag as of January 1 of the year in which the report is submitted, the percentage ownership or control of such vessels by non-United States citizens, and the nationality of such ownership or control.

(3) Description of any transfers or sales of United States flag vessels in the previous calendar year, and the disposition of such vessel, including whether the vessel was scrapped or sold, and, if sold, the nationality of the new owner and location of any fishery to which the vessel will be transferred.

(4) Landings of tuna by vessels under flag in the 2 previous calendar years, including an assessment of landing trends, and a description of landing percentages and totals—

(A) delivered to American Samoa and any other port in a State or territory of the United States; and

(B) delivered to ports outside of a State or territory of the United States, including the identity of the port.

(5) An evaluation of capacity and trends in the purse seine fleet fishing in the area covered by the South Pacific Regional Fisheries Treaty, and any transfer of capacity from such fleet or area to other fisheries, including those governed under the Western and Central Pacific Fisheries Convention and the Inter-American Tropical Tuna Convention.

II. Background

Section 421 of the *Coast Guard and Maritime Transportation Act of 2006* (P.L. 109-241) (CGMT) included a provision allowing United States-flagged purse seine vessels fishing exclusively for highly migratory species to employ foreign citizens to meet manning requirements, excluding the master of the vessel. This provision expired on July 12, 2010, but was extended on October 15, 2010 with the passage of the *Coast Guard Authorization Act of 2010* (P.L. 111-281) (CGAA), Section 904, until December 31, 2012. Section 421 of the CGMT, as amended by the CGAA (hereafter section 421) is only applicable to Distant Water Tuna Fleet (DWTF) purse seine vessels fishing under a license issued pursuant to the 1987 Treaty on Fisheries Between the Governments of Certain Pacific Islands States and the Government of the United States of America (South Pacific Tuna Treaty), or vessels transiting to or from the treaty area exclusively for such purpose, and operating in and out of American Samoa. The Section 421 exemption is applicable to the DWTF only if a vessel successfully passes an annual Coast Guard safety examination, and after timely notice of a vacancy no United States citizens holding a proper mariners license are readily available (to meet the manning requirements). Foreign citizens employed as officers must hold a valid license or certificate issued in accordance with STCW 95.¹ In order to monitor the use and efficacy of the provision, the Coast Guard and the National Marine Fisheries Service are required to submit an annual report with information about the vessels, landings of tuna, and capacity and trends associated with the fleet covered under Section 421 of the CGMT.

This report addresses the requirements of Section 421(f) for calendar year 2010, and includes:

- The number and identity of vessels in the fleet using foreign citizens to meet manning requirements and any marine casualties involving such vessels (Table 1);
- The number of vessels in the fishery under United States flag, the percentage ownership or control of such vessels by non-United States citizens, and the nationality of such ownership or control (Table 2);
- A description of any transfers or sales of United States-flagged vessels and the disposition of such vessels, including whether the vessel was scrapped or sold, and if sold, the nationality of the new owner and location of any fishery to which the vessel will be transferred;
- The landings of tuna by purse seine vessels under United States flag in the previous two calendar years, including an assessment of landing trends, and a description of landing percentages and totals –
 - (1) delivered to American Samoa and any other port of the United States or its territories, and
 - (2) delivered to ports outside of the United States or its territories, including the identity of the port (Table 3); and,
- An evaluation of capacity and trends in the fleet fishing in the Treaty area (Figure 1), and any transfer of capacity to other fisheries, including those managed under the Western and Central Pacific Fisheries Commission and the Inter-American Tropical Tuna Commission.

¹ STCW 95 is the *Standards of Training, Certification & Watchkeeping (STCW) Convention of 1978* and as amended in 1995.

III. Foreign Crew Employment and Reportable Marine Casualties in 2010

Table 1: Foreign citizens employed to meet manning requirements and reportable marine casualties involving United States-flagged Western Pacific purse seine vessels (See notes at end of Table).

VESSEL NAME ¹	VESSEL ID NUMBER	FLAG STATE	USES FOREIGN CITIZENS FOR OFFICER MANNING _{2,3,*}	REPORTABLE MARINE CASUALTIES, 2010 ⁴
AMERICAN EAGLE	1206090 (8974398)	U.S.	Yes, 2 of 3 positions	None Reported
AMERICAN ENTERPRISE	1209513 (9294628)	U.S.	Yes, 2 of 3 positions	None Reported
AMERICAN TRIUMPH	1215734	U.S.	Yes, 2 of 3 positions	None Reported
AMERICAN VICTORY	1215847	U.S.	Yes, 2 of 3 positions	None Reported
CAPE BRETON	1060977 (7803255)	U.S.	Yes, 1 of 2 positions (No Mate listed)	None Reported
CAPE COD	599831 (7806283)	U.S.	Yes, 1 of 3 positions	None Reported
CAPE FERRAT	1074874 (7803267)	U.S.	Yes, 1 of 3 positions	Reported 3" crack in vessel's hull. July 16, 2010.
CAPE FINISTERRE	610466 (7912094)	U.S.	Yes, 1 of 2 positions (No Mate listed)	None Reported
F/V CAPE MAY	645777 (8103028)	U.S.	Yes, 2 of 3 positions	None Reported
CAPE HATTERAS	1217627 (8215493)	U.S.	No, 0 of 3 positions	None Reported
CAPE SAN LUCAS	1209784 (8119651)	U.S.	Yes, 1 of 2 positions (No Mate listed.)	None Reported
CAROL LINDA	624971 (7827445)	U.S.	Yes, 1 of 2 positions (No Mate listed)	Skiff sank discharging fuel into Pago Pago harbor, April 4, 2010.
DANIELA	531005 (7107716)	U.S.	Yes, 1 of 2 positions (No Mate listed)	None Reported
FREISLAND	1216624 (9310953)	U.S.	No, 0 of 3 positions	None Reported

Table 1 (Continued):

VESSEL NAME ¹	VESSEL ID NUMBER	FLAG STATE	USES FOREIGN CITIZENS FOR OFFICER MANNING _{2, 3, *}	REPORTABLE MARINE CASUALTIES, 2010 ⁴
ISABELLA	1212240 (8111465)	U.S.	No, 0 of 2 positions (No Mate listed)	Lube oil discharge American Samoa turning basin, October 18, 2010.
JEANETTE	565986 (7505865)	U.S.	No, 0 of 3 positions	None Reported
KOORALE	545564 (7233280)	U.S.	No, 0 of 3 positions	None Reported
MAJESTIC BLUE	1212048	U.S.	Yes, 2 of 3 positions (At time of sinking)	Vessel sank. 2 presumed dead (U.S. Master & Korean Chief Engineer), June 13, 2010.
OCEAN CHALLENGER	1209712 (9517264)	U.S.	Yes, 2 of 3 positions	None Reported
OCEAN CONQUEST	1202618 (9097343)	U.S.	Yes, 2 of 3 positions	None Reported
OCEAN ENCOUNTER	1202619 (8996218)	U.S.	Yes, 2 of 3 positions	None Reported
OCEAN EXPEDITION	1205812 (9097367)	U.S.	Yes, 2 of 3 positions	None Reported
OCEAN GALAXY	1214839	U.S.	Yes, 2 of 3 positions	None Reported
OCEAN WARRIOR	1205808 (9097317)	U.S.	Yes, 2 of 3 positions	None Reported
PACIFIC BREEZE	1212040	U.S.	Yes, 2 of 3 positions	None Reported
PACIFIC PRIDE	1214250	U.S.	Yes, 2 of 3 positions	None Reported
PACIFIC PRINCESS	600678 (7806271)	U.S.	No, 0 of 3 positions	None Reported
PACIFIC RANGER	1214248	U.S.	Yes, 2 of 3 positions	None Reported
PROUD HERITAGE ⁵	552892 (7366726)	U.S.	Sold 14 January 2010	None Reported
RAFFAELLO	539046 (7212377)	U.S.	No, 0 of 3 positions	None Reported
SEA BOUNTY	1214841	U.S.	Yes, 2 of 3 positions	None Reported
SEA DEFENDER	1202621 (8996190)	U.S.	Yes, 1 of 2 positions (No Mate listed.)	None Reported
SEA ENCOUNTER	604592 (7823360)	U.S.	No, 0 of 3 positions	Crewmember non-fatal diving accident, May 13, 2010.

Table 1 (Continued):

VESSEL NAME ¹	VESSEL ID NUMBER	FLAG STATE	USES FOREIGN CITIZENS FOR OFFICER MANNING _{2, 3, *}	REPORTABLE MARINE CASUALTIES, 2010 ⁴
SEA FOX	1207469 (9097329)	U.S.	Yes, 2 of 3 positions	Man Overboard, presumed dead, January 29, 2010.
SEA HONOR	1210858 (9517276)	U.S.	Yes, 2 of 3 positions	None Reported
SEA QUEST	1203206 (9097355)	U.S.	Yes, 2 of 3 positions	None Reported
SEA TRADER	1207470 (9097379)	U.S.	Yes, 2 of 3 positions	None Reported
WESTERN PACIFIC	564010 (7508893)	U.S.	No, 0 of 3 positions	None Reported

Table 1 Legend:

VESSEL NAME – The name under which the vessel is currently documented.

VESSEL ID NUMBER – The Coast Guard identification number. When available, the Lloyd’s number is listed parenthetically.

USES FOREIGN CITIZENS FOR OFFICER MANNING – Based on contact with the vessel, vessel’s agent, owner, or owner’s representative.

Table 1 Footnotes:

- ¹ Where included, parenthetical note after a vessel name shows status as a re-entrant and licensee to fish in the treaty area, or as a new entrant and licensee to fish in the treaty area during 2010, or if a vessel was sold during the period.
- ² Officer manning on these vessels generally requires and /or includes 3 licensed positions: (1) Master/Captain (must be a United States citizen); (2) Chief Mate/Mate/Navigator/Deck Officer (titles may vary per vessel crew manifest); (3) Chief Engineer/Engineer (may include a second engineering officer if a live watch is maintained in the engine room).
- ³ Because the Coast Guard may not physically visit these vessels on a regular basis, and many of them do not necessarily make a United States port call during the year, some crew manifests and manning information can only be derived from reports obtained at the time this report is prepared. Crew manifests are only required to be submitted to the Coast Guard if a vessel enters or departs from a Captain of the Port Zone.
- ⁴ Information on Reportable Marine Casualties is generated from the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database.
- ⁵ Vessel PROUD HERITAGE was sold to interests in the Federated States of Micronesia in 2010.
- * There is evidence that vessels employed non-United States citizens to meet officer manning requirements during the period July 12, 2010 to October 15, 2010 when the manning exemption was not valid. However, there may also be evidence that U.S. citizens were available for hire during this time period. The Coast Guard has prepared policy guidance to ensure compliance with the provisions and limitations of the renewed manning exemption. The Coast Guard intends to pursue enforcement action against owners and or operators of vessels that do not meet the exemption requirements and still employ foreign citizens in licensed positions.

IV. Percentages of Foreign Ownership or Control in 2010

Table 2: Percentage of foreign ownership or control of United States-flagged Western Pacific purse seine vessels (See notes at end of table).

VESSEL NAME (ENDORSEMENT)	VESSEL ID NUMBER	FLAG STATE	FOREIGN OWNERSHIP/CONTROL	NATIONALITY FOREIGN OWNER
AMERICAN EAGLE (Registry)	1206090 (8974398)	U.S.	25% or less	UNKNOWN
AMERICAN ENTERPRISE (Registry)	1209513 (9294628)	U.S.	25% or less	UNKNOWN
AMERICAN VICTORY (Registry)	1215847	U.S.	25% or less	UNKNOWN
AMERICAN TRIUMPH (Registry)	1215734	U.S.	25% or less	UNKNOWN
CAPE BRETON (Registry)	1060977 (7803255)	U.S.	25% or less	UNKNOWN
CAPE COD (Fishery & Registry)	599831 (7806283)	U.S.	25% or less	UNKNOWN
CAPE FERRAT (Registry)	1074874	U.S.	25% or less	UNKNOWN
CAPE FINISTERRE (Fishery & Registry)	610466 (7912094)	U.S.	25% or less	UNKNOWN
CAPE HATTERAS (Registry)	1217627 (8215493)	U.S.	25% or less	UNKNOWN
F/V. CAPE MAY (Fishery & Registry)	645777 (8103028)	U.S.	25% or less	UNKNOWN
CAPE SAN LUCAS (Registry)	1209784 (8119651)	U.S.	25% or less	UNKNOWN
CAROL LINDA (Registry)	624971 (7827445)	U.S.	25% or less	UNKNOWN
DANIELA (Fishery, Registry & Coastwise)	531005 (7107716)	U.S.	25% or less	UNKNOWN
FREISLAND (Registry)	1216624 (9310953)	U.S.	50% or less	UNKNOWN
ISABELLA (Registry)	1212240 (8111465)	U.S.	25% or less	UNKNOWN

Table 2 (Continued):

VESSEL NAME (ENDORSEMENT)	VESSEL ID NUMBER	FLAG STATE	FOREIGN OWNERSHIP/CONTROL	NATIONALITY FOREIGN OWNER
JEANETTE (Fishery & Registry)	565986 (7505865)	U.S.	25% or less	UNKNOWN
KOORALE (Fishery & Registry)	545564 (7233280)	U.S.	25% or less	UNKNOWN
MAJESTIC BLUE (Registry)	1212048	U.S.	25% or less	UNKNOWN
OCEAN CHALLENGER (Registry)	1209712 (9517264)	U.S.	50% or less	UNKNOWN
OCEAN CONQUEST (Registry)	1202618 (9097343)	U.S.	50% or less	UNKNOWN
OCEAN ENCOUNTER (Registry)	1202619 (8996218)	U.S.	50% or less	UNKNOWN
OCEAN EXPEDITION (Registry)	1205812 (9097367)	U.S.	50% or less	UNKNOWN
OCEAN GALAXY (Registry)	1214839	U.S.	50% or less	UNKNOWN
OCEAN WARRIOR (Registry)	1205808 (9097317)	U.S.	50% or less	UNKNOWN
PACIFIC BREEZE (Registry)	1212040	U.S.	25% or less	UNKNOWN
PACIFIC PRIDE (Registry)	1214250	U.S.	Not reported, not required	UNKNOWN
PACIFIC PRINCESS (Fishery & Registry)	600678 (7806271)	U.S.	25% or less	UNKNOWN
PACIFIC RANGER (Registry)	1214248	U.S.	Not reported, not required	UNKNOWN
PROUD HERITAGE (Fishery & Registry)	552892 (7366726)	U.S.	25% or less	UNKNOWN
RAFFAELLO (Fishery & Registry)	539046 (7212377)	U.S.	50% or less	UNKNOWN
SEA BOUNTY (Registry)	1214841	U.S.	50% or less	UNKNOWN
SEA DEFENDER (Registry)	1202621 (8996190)	U.S.	50% or less	UNKNOWN
SEA ENCOUNTER (Registry)	604592 (7823360)	U.S.	25% or less	UNKNOWN

Table 2 (Continued):

VESSEL NAME (ENDORSEMENT)	VESSEL ID NUMBER	FLAG STATE	FOREIGN OWNERSHIP/CONTROL	NATIONALITY FOREIGN OWNER
SEA FOX (Registry)	1207469 (9097329)	U.S.	50% or less	UNKNOWN
SEA HONOR (Registry)	1210858 (9517276)	U.S.	Not reported, not required	UNKNOWN
SEA QUEST (Registry)	1203206 (9097355)	U.S.	50% or less	UNKNOWN
SEA TRADER (Registry)	1207470 (9097379)	U.S.	50% or less	UNKNOWN
WESTERN PACIFIC (Fishery & Registry)	564010 (7508893)	U.S.	25% or less	UNKNOWN

Table 2 Legend:

VESSEL NAME –The name under which the vessel is currently documented.

ENDORSEMENT –The entry on the vessel’s Certificate of Documentation, which demonstrates the vessel is entitled to engage in a specified trade. A “Registry” endorsement entitles a vessel to employment in the foreign trade; trade with Guam, American Samoa, Wake, Midway, or Kingman Reef; and any other employment for which a coastwise, Great Lakes, or fishery endorsement is not required. Vessels that are the subject of this report need only have a “Registry” endorsement to obtain a license to fish under the Treaty. A “Fishery” endorsement entitles a vessel to engage in fisheries as defined in 46 CFR §67.3. Vessels that are foreign-built or rebuilt in a foreign shipyard are not eligible for a “Fishery” endorsement. A “Coastwise” endorsement entitles a vessel to employment in unrestricted coastwise trade, and is generally reserved for vessels built in the United States or granted coastwise trading privileges by special legislation.

VESSEL ID NUMBER –The Coast Guard identification number. When available, the Lloyd’s number is listed parenthetically.

PERCENTAGE FOREIGN OWNERSHIP/CONTROL and NATIONALITY OF FOREIGN OWNERSHIP – Citizenship information for owner(s) of a vessel is provided on the application for vessel documentation forms to the U.S. Coast Guard. Records indicate the vessels subject to this report are all owned by organizations, not individuals. In such cases, and when required, applicants need only certify that United States citizen ownership and/or management control are above a certain percentage. The majority (28 of 38) of the vessels that are subject to this report carry only a “Registry” endorsement on their certificate of documentation. One of the vessels with both Fishery and Registry endorsements currently has an invalid Certificate of Documentation and its case is pending. There is no regulatory requirement to indicate the percentage of stock/equity owned by United States citizens, unless the vessel is owned by a partnership. For the purpose of obtaining a “Registry” endorsement, if the vessel is owned by a partnership, at least 50 percent of the equity in the partnership must be owned by United States citizens. Seven of the vessels subject to this report are owned by a partnership.

The information provided in Table 2, above, regarding percentage of foreign ownership/control was extracted from the last approved “Application for Documentation,” Form CG-1258, with the U.S. Coast Guard National Vessel Documentation Center. The Coast Guard has no information regarding the nationality of any non-United States stock or equity holders. Eligibility for a “Fishery” trade endorsement on vessels owned by an organization requires that 75% or more of the stock or equity interest in the organization at each tier and in aggregate is owned by United States citizens, and that control and management decisions for the corporation, limited liability company, or partnership rest with a United States citizen. The Coast Guard does not require information regarding nationality of any foreign ownership interest when applying for documentation. The Coast Guard requires evidence to determine United States citizenship qualification for the endorsement sought.

V. Transfers or Sales of United States-Flagged Vessels in 2010

Subject to this report, there was one sale (January 14, 2010) of a United States- licensed vessel (PROUD HERITAGE, CG VIN 552892, Lloyds no. 7366726) to interests in the Federated States of Micronesia. No further information including its flag state is currently known.

VI. Assessment of Landings and Trends

Preliminary landings data for 2010 (available as of January 21, 2011) show over 240,000 metric tons of tuna landed by the United States purse seine fleet operating in the western and central Pacific Ocean (Table 3). Although the data for 2010 is relatively complete, the information presented in Table 3 for 2010 should be considered preliminary. It should be noted that the 2010 data is substantially more complete than the reporting made at this time last year for 2009, because the sampling station in American Samoa that was destroyed in the 2009 tsunami has been reestablished and fleet monitoring is back to normal. One growing challenge is the timely compilation of landings data. With United States purse seine vessels conducting increasingly more transshipping in Pacific Island ports (other than American Samoa) and making fewer landings in American Samoa, both in percentage and absolute terms, compiling complete landings data, which includes the receipt by NMFS of cannery receipts and records from vessels in the case of transshipments, may require up to several months to complete. As such, the landings estimates are subject to change after final calculation of total landings by port.

Nonetheless, continuing a trend identified in previous reports, the “final” 2009 data suggest that the Federated States of Micronesia (Pohnpei) has replaced American Samoa as the principle port of unloading for the United States fleet.

The 2010 preliminary data indicate that almost 77 percent of the catches by the United States fleet were transshipped through Pacific Island ports. In 2010, the remaining 23 percent were either landed in (approximately 10 percent) or transshipped in (approximately 13 percent) American Samoa. These declines are in part attributed to the closure of one of the canneries in American Samoa, although transshipping appears to continue to be active through that port.

Yellowfin tuna and Bigeye tuna landings estimates are combined because species differentiation as reported by the vessel operators is typically inaccurate. Port sampling data, available later in the year, are used to verify landings by species for stock assessment and other purposes.

Table 3. Tuna landings of United States-flagged Western Pacific purse seine vessels, by species and port, 2009-2010¹

2010 PORT	TUNA LANDINGS ² (Metric Tons)			
	Skipjack	Yellowfin & Bigeye	Total	%
United States Ports				
Pago Pago, American Samoa	20078	2865	22944	9.5%
Pago Pago, Transshipment	29059	1388	30448	12.7%
Foreign Ports				
Pohnpei, Federated States of Micronesia	52459	7322	59781	24.9%
Tarawa, Kiribati	7817	317	8134	3.4%
Rabaul, Papua New Guinea	9231	3548	12779	5.3%
Majuro, Republic of the Marshall Islands	67550	9031	76582	31.8%
Honiara, Solomon Islands	22494	2556	25050	10.4%
Other ³	3730	970	4700	1.9%
TOTAL	212418	27997	240418	100%⁴
2009				
PORT	TUNA LANDINGS (Metric Tons)			
	Skipjack	Yellowfin & Bigeye	Total	%
United States Ports				
Pago Pago, American Samoa	62209	7171	69380	25.4%
Foreign Ports				
Honiara, Solomon Islands	19007	2839	21846	8.0%
Majuro, Republic of the Marshall Islands	66194	5398	71592	26.2%
Pohnpei, Federated States of Micronesia	67198	8785	75983	27.8%
Rabaul, Papua New Guinea	5181	1292	6473	2.4%
Tarawa, Kiribati	6653	764	7417	2.7%
Wewak, Papua New Guinea	12027	2378	14405	5.9%
Other ⁵	4978	724	173	2.1%
TOTAL	243447	29351	272798	100%

Table 3 Footnotes:

- ¹ 2010 landings estimates are based on reports received as of January 21, 2011, and are preliminary.
- ² Landings include transshipments and where possible in the case of the United States ports landings are differentiated from transshipments.
- ³ Combined data from the following ports: Wewak, Papua New Guinea; General Santos, Philippines; Noro, Solomon Islands; Funafuit, Tuvalu; Zhoushan, China; Manta, Ecuador.
- ⁴ Aggregate cells may exceed 100.0 % due to rounding.
- ⁵ Combined data from the following ports: Christmas Island, Kiribati; General Santos, Philippines; Madang, Papua New Guinea; Manta, Ecuador; Noro, Solomon Islands; and Misaki, Korea.

VII. Evaluation of Capacity and Trends in the Western Pacific Purse Seine Fleet

Under the current terms of the South Pacific Tuna Treaty, 45 licenses are available to the United States, five of which are reserved for joint-venture arrangements with Pacific Island parties. As of December 31, 2010, there were 36 United States-flagged purse seine vessels licensed to fish in the Treaty Area. However, during 2010 a total of 38 vessels were licensed to fish under the treaty.

There were no new entrants to the fleet in 2010. In June 2010, one vessel sank north of Fiji and one vessel was sold to interests in the Federated States of Micronesia. As such, by the end of 2010, the United States fleet in terms of total participation, had contracted slightly to 38 vessels from its 2009 total of 39 (see Figure 1).

Overall, there were no significant capacity or operational trends to report for the 2010 calendar fishing year.

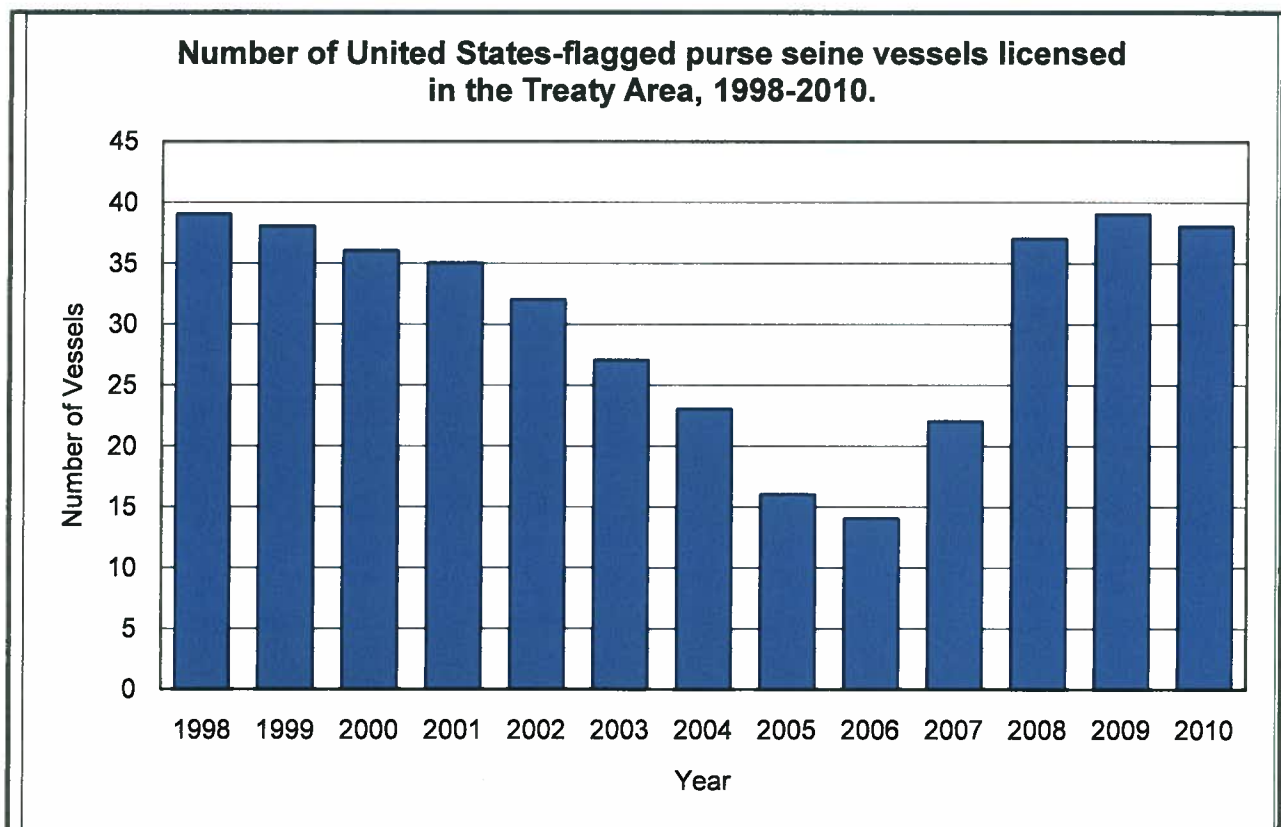


Figure 1: The number of United States purse seine vessels in the Treaty Area has rebounded from a steady decline from 1998 to 2006.